

# **NORTHEAST WASHINGTON REGIONAL TRANSPORTATION**

## **PLANNING ORGANIZATION**

FY 2002 Unified Planning Work Program

Annual Progress Report

July 1, 2001 – June 30, 2002

### **INTRODUCTION**

The Northeast Washington Regional Transportation Planning Organization, formally organized on October 23<sup>rd</sup>, 1990, was created “to provide a Tri-County Regional Transportation Plan which fosters a positive quality of life, encourages economic development and ensures that a safe, reliable, efficient system to transport goods, services, and human beings is developed and preserved.”

The Unified Planning Work Program and FY 2002 was adopted on March 14, 2001. This report describes the activities undertaken and work products produced during the year.

### **INDIVIDUAL WORK ELEMENTS**

#### **SECTION A – STP PROGRAMMING CAPACITY BUILDING**

A-1 Stevens County: No STP Funds expended.

A-2 Pend Oreille County: No STP Funds expended.

A-3 Ferry County: Tri-County Economic Development District entered into a Subcommittee Work Agreement with Ferry County. Ferry County purchased materials, supplies and provided labor to develop and update the county road logs and various other items, which will expedite the planning work of the Public Works Department.

STP Programming Capacity Building Grant	\$17,663.20
Local Match	<u>\$ 2,756.68</u>
TOTAL	\$20,419.88

#### **SECTION B – PLANNING PROGRAM MANAGEMENT**

##### **1. Planning Program Management**

The lead agency, Tri-County Economic Development District; provided the management of the regional transportation planning process by coordinating UPWP Activities with the oversight of the RTPB policy board.

##### **2. Coordination**

The lead agency maintained and enhanced established coordination contacts with federal, state, tribal and local agencies, and with businesses, industries, civic and service groups in matters, which pertain to transportation.

##### **3. Management Commitments**

- a. Scheduled and facilitated periodic meetings of the RTPB to review,

Amended July 25, 2002

address and decided issues of significance to the Regional Transportation System.

- b. Scheduled and facilitated periodic meetings of the TAC and provided for individual on-site coordination with members of the TAC in order to identify and address issues of regional significance.
- c. Provided ongoing communication and coordination channels between county and local transportation authorities and federal/state agencies to fully address transportation issues within the region. This was done through meetings, training and program applications and other effective means.

#### 4. Work Products

- a. The Technical Advisory Committee (TAC) was actively engaged in the ongoing planning process for the RTPO meeting an average of once every two months during the fiscal year. Among the items address by the TAC during the fiscal year were the update of the 1994 Regional Transportation Plan (RTP), development of the 2003 UPWP, and a recommendation of local planning projects.
- b. The Regional Transportation Governing/Policy Board (RTPB) activities during this fiscal year included review and adoption of the FY 2003 UPWP, adoption of the Regional Transportation Plan, and adoption of the regional planning projects.
- c. Staff continued work on the completion of the updated regional plan and specific coordination with members of the RTPO and other agencies and contacts.
- d. Coordination, through meetings and conferences with federal, state, regional and local authorities and agencies during the fiscal year continued to provide important information and direction to the development of the planning process.

#### 5. EXPENSES

SECTION B - Planning

\$23,302.54

### **SECTION C - REGIONAL TRANSPORTATION PLAN DEVELOPMENT**

- 1. Continued the revision and review of the NEW RTP and provide input to the Washington Transportation Plan (WTP).
- 2. Project development and documentation efforts in FY 2002 included:
  - a. Continued to work with WSDOT to develop the procedure for standardizing LOS for RTS elements.
  - b. Implementation of RTP elements including: identification of corridors and setting service objectives.
  - c. Integrated and implemented transportation planning processes that are in accordance with the planning process employed in the creation of the WTP.
- 3. The RTP was updated in accordance with RCW 47.80.

4. Local comprehensive plan review and certification
  - a. No comprehensive plans were submitted for review or certification
  - b. Existing Levels of Service (LOS) and LOS standards of RTS elements that cross-jurisdictional boundaries were reviewed.
5. Work Products
  - a. The 1994 regional plan was updated in accordance with RCW 47.80
  - b. LOS was reviewed as part of the regional plan update.
  - c. No comprehensive plans were submitted for review or certification
6. EXPENSES:

SECTION C - RTP

\$8,473.31

## **SECTION D - LOCAL ISSUES ADVOCACY**

1. The RTPO defined local issues and policies that related to elements of the RTS. The RTPO worked toward resolutions of those issues as they related to the implementation of the RTP. A current list of issues and policies is attached as "Appendix C" in the UPWP.
2. Work Products
  - a. Time spent with the communities in developing local projects. The projects ranged from a Coordinated Public Transportation study in Ferry County, A pedestrian bicycle plan for the Kettle Falls – Marcus area, and finally a laptop for Ferry County Public Works to assist in road conditions and assessments. The bulk of these project activities will take place in SFY 03. Therefore the amount spent is minimal for SFY02.

3. EXPENSES:

\$3,805.06

## **SECTION E - TRANSPORTATION IMPROVEMENT PLAN (TIP)**

1. In accordance with RCW 47.80 the RTPO developed a regional transportation improvement process. The regional process was guided by the same philosophies and policies, which are used by the WSDOT in developing the WTP development process.
2. Work Products
  - a. A regional Transportation Improvement Plan was developed by collecting individual TIP's from the local jurisdiction and submitted to WSDOT. However, the TIP's were not prioritized or ranked as regionally significant.

3. EXPENSES:

\$4,046.22

## SECTION F - REQUIRED DOCUMENTATION

1. The Tri-County Economic Development District staff continued to update the RTPO Agreement, the UPWP and other reports and information as necessary to reflect current needs and to remain consistent with public law.
2. Work Products
  - a. The Regional Transportation Plan was updated and adopted by the Governing/Policy Board on November 14, 2001. The Plan along with the associated maps were published and made available to the public.
  - b. The FY 2003 UPWP was prepared and staffed through the Technical Advisory Committee and WSDOT and submitted to the Governing/Policy Board. The Board adopted the UPWP on April 17, 2002;
  - c. Quarterly and Annual Progress Reports;
  - d. Quarterly Vouchers.
3. EXPENSES: \$9,244.32

## FUNDING SUMMARY

Note: All funds are from the RTPO Formula Grant

	Budget	Actual
<b>Section B – Planning</b>	<b>\$20,700.00</b>	<b>\$23,302.54</b>
<b>Section C – RTP</b>	<b>\$5,000.00</b>	<b>\$8,473.31</b>
<b>Section D – Local Advocacy</b>	<b>\$21,500.00</b>	<b>\$3,805.06</b>
<b>Section E – TIP</b>	<b>\$1,000.00</b>	<b>\$4,046.22</b>
<b>Section F – Documentation</b>	<b><u>\$7,523.00</u></b>	<b><u>\$9,244.32</u></b>
RTPO Program Total	\$55,723.00	\$48,871.45
 STP Program Capacity Bldg	 \$30,209.88	 \$17,663.20

note: Only \$30,209.88 was budgeted from the remaining \$44,907.48 STP funds in SFY 02. More time was spent on Section B, C, E, & F than originally budgeted. However, Section D was earmarked for contractual services to assist in the development of local issues and the RTP. Those contractual services were not needed and the work was performed in house.